

City of
Springdale
Ohio

Comprehensive
Plan

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Prepared by

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CLARION

Introduction



Springdale Municipal Complex

The City of Springdale Comprehensive Plan is a document that identifies the recommended development policies for Springdale. The Comprehensive Plan is intended to be a tool used by the City's leaders, by the administration and staff, by property owners and by developers to direct sustained economic and community growth within the City. A map of the City of Springdale is presented in Figure 1.

The creation of the Comprehensive Plan was directed by the Springdale Comprehensive Plan Steering Committee, a group comprised of administrative staff, political leaders, property owners and business owners, appointed by the City to develop the Plan. The Steering Committee worked on the Plan for more than 18 months, beginning in the fall of 2000. The group evaluated data related to existing conditions and historical trends. The group also solicited input from other Springdale residents and business persons to gain insight into issues that will determine Springdale's future.

The end result of the Committees work, analysis, discussion and debate is a comprehensive plan that defines Community Priorities, the key issues that need to be the focus of Springdale's development policy in the future. The end result is a plan that identifies Future Land Use recommendations for the entire City that can be used to guide changes as needed, to evaluate redevelopment proposals, and to protect important community assets. The end product identifies Strategies and Guidelines for each of Springdale's six distinct land use districts known as Planning Areas. The Strategies and Guidelines provide a combination of general policies for development within each Planning Area and specific recommendations to address current and future land use patterns.

The Comprehensive Plan is intended to be a tool. A tool is only effective if used for its designed purpose. The Comprehensive Plan's designed purpose is serve as a guide for current and future development policy within Springdale. In order to be effective, it needs to be used by Springdale's leadership and citizens as a source of information when important land use and development policies are being considered. The Plan must be periodically evaluated and updated as conditions and attitudes change. The Plan must be supplemented with other support tools, such as transportation plans, recreation plans, zoning regulations, building enforcement programs, and other official mechanisms that will be needed to implement the development policies identified on the following pages.

Planning represents forethought and anticipation. It represents preparedness and understanding. The effort of planning is in itself an important step forward and is an exercise that does not have a defined end. Springdale has demonstrated a commitment to plan for the future and committing the resources and person power necessary to meet such planning needs. This effort should result in a first-class community to be enjoyed by Springdale residents, business owners and visitors.

Community Priorities

In order to guide the future and manage change, it is important to understand what residents and businesses value in a community. Important issues, concerns and priorities for the future of Springdale were identified during the process of preparing the Comprehensive Plan. The following are the quality of life issues of most concern to the Springdale community based on input received during the planning process and previous analyses (i.e. Springdale Survey, 1996).

1. Quality City Services and Facilities

City services are a strong measure of the quality of life within Springdale. Those who live and/or work in Springdale recognize the importance of quality services. The City has made a commitment to providing the highest quality services including fire protection, police, road maintenance, snow removal, waste collection, traffic control and a variety of other municipal services. The community recognizes that services and quality facilities are not “free” and that the City’s tax revenues pay for such services and facilities. The quality, cost, performance and delivery of City services should consistently be superior in nature. Commitment to quality services should remain strong.

2. Strong Residential Neighborhoods



Residential Neighborhood

Springdale residents have chosen to live here for a variety of reasons. Residents say the reason they live in Springdale is because they “consider Springdale to be home” or because they “grew up here”. There is a sense by some residents that commercial development in Springdale gets most of the attention. While this perception may or may not be true, there is no arguing the importance of strong residential neighborhoods. Commercial activity is important to the City, but residential neighborhoods need to be an equal priority. City programs and initiatives need to focus on improving the quality and atmosphere of neighborhoods. Neighborhoods need to be protected from encroachment of business development. Variety in housing types needs to be provided. The quality of all types of housing should be a high priority and property maintenance should be emphasized to protect and improve the image and curbside appeal of Springdale’s homes and neighborhoods.

3. Top Quality Business Districts

Similarly, businesses have chosen to locate in Springdale for various reasons. A large portion of the City of Springdale is dedicated to non-residential business uses. Approximately one-third of the City’s land area is used for commercial, office or industrial/manufacturing uses. The quality of development within these business districts is vital to the health of the community. The appearance of the business districts contributes to the image of Springdale, and the vitality of the business districts is crucial to Springdale’s economic health. The City of Springdale is a community that has a larger employee or workforce population than it does a residential population. There are approximately 10,500 residents

6. Identity of Springdale

Springdale's diversity of neighborhoods, districts and land uses is a strength that should be built upon, however, a common identity is also an important attribute that is needed. Efforts need to be made to build on and establish a strong recognizable community identity for the City. People throughout the Greater Cincinnati region are familiar with the Tri-County retail area, but the City of Springdale is more than a regional shopping area. The City should continue and expand the efforts and impacts that the municipal complex and other developments on Springfield Pike have had on defining a community image. The district surrounding the intersection of Springfield Pike and Kemper Road is in many respects the center of the community. Continued improvements are needed along Springfield Pike to enhance the corridor's image as the center of town. Image enhancers and community markers should be created and installed at key community gateways and along major corridors.

7. Parks, Recreation and Open Space



Springdale Recreation Center

As a mature City, Springdale has few undeveloped parcels or open spaces. The City has created parks as neighborhoods developed. The City has also invested in the creation of a first class community recreation center that offers a wide range of recreational programming. Continued investment in park areas and recreational services will be needed to provide the level of recreation opportunities that Springdale residents' demand and deserve. Opportunities to provide additional public park land and recreation areas will be a challenge given the scarcity of vacant land, but should be sought. Additional open space is also a desire of City residents. Recreation services, parks and open space are assets that benefit the Springdale business community, and the needs of the people that work in Springdale should be incorporated into future plans. The City should investigate opportunities for purchasing and redeveloping land for the purpose of increasing park, recreation and open space in the City of Springdale.

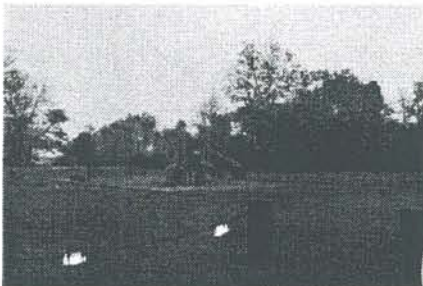
Community Goals and Strategies

With this base of understanding of current conditions within the Springdale community and the community priorities, a series of “goal and strategies”, or basic community directions, was established. The Goals and Strategies relate to land use, community character, public services and facilities, and community mobility.

Land Use

The basic mix of land uses in Springdale will not change. Residential Neighborhoods will be preserved and protected from encroachment by commercial, industrial or intensive institutional uses. Business districts and other non-residential areas will be located within clearly defined commercial, office and industrial districts. Quality of development in all neighborhoods and districts will be a high priority. Opportunities will be pursued to provide additional parkland and open space. Specifically, the City will:

1. Preserve the existing overall pattern of land uses as defined by the Future Land Use Plan Map.
2. Preserve the long-term economic strength of Springdale by understanding the needs of the City’s residents and businesses, and by responding to these needs in an efficient and effective manner.
3. Provide opportunities for a variety of housing types to meet the demands of Springdale current and future residents.
4. Define, protect, and reinforce the distinct identity of residential neighborhoods, centers of retail activity, and employment centers.
5. Protect residential areas from encroachment of non-residential uses that create a negative effort on such areas. Mitigate the impact of non-residential uses on residential uses where they meet.
6. Create a mixed-use development surrounding the intersection of Springfield Pike and Kemper Road to establish a local retail, residential and office district to build on the existing institutional and recreational uses. Strong design control of the mixed-use development should be created to enhance the image for the City of Springdale.
7. Incorporate open space areas and parks in new and redevelopment projects.
8. Increase the community’s knowledge of, and compliance with, property maintenance regulations.
9. Define future land use recommendations for existing undeveloped areas and potential areas for redevelopment to guide future decision-making.



Springdale City Park

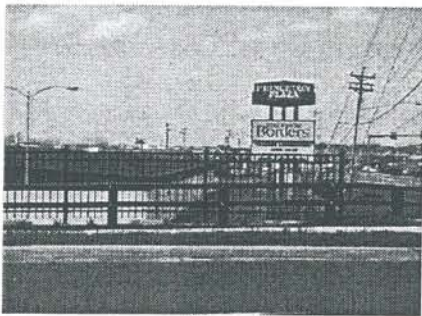
10. Investigate opportunities to create new park and recreation areas, expand existing facilities, and increase accessibility of facilities to Springdale “customers”.
11. Encourage integration of recreational and entertainment land uses into new and redevelopment projects to create mixed use districts and meet the leisure activity needs of the community.
12. Ensure that development projects have adequate public facilities to meet anticipated demands, and that mitigation is required when short falls exist within such services or facilities.
13. Encourage consideration of pedestrian interaction during assessment of new and redevelopment projects to improve pedestrian access throughout Springdale and reduce automobile dominance within developed districts.
14. Encourage redevelopment of vacant or underutilized commercial, industrial, institutional, office and residential buildings, properties and districts.
15. Become a leader in the region in the establishment of transit oriented development (TOD) standards, including design, use, density and accessibility standards for such development.
16. Encourage the creation of a transit hub in Springdale to meet the City’s needs.

Community Character

Springdale will re-enforce its regional identity and improve the City’s “sense of place” through improved quality of development and redevelopment, establishment of gateways, streetscape improvements, enhanced property maintenance programs/efforts, and continued redevelopment of the Springfield Pike Corridor. The City recognizes the importance of community diversity that is created by offering a wide and variety of housing opportunities and neighborhoods; commercial service, retail and employment centers; and a community that accommodates City residents and visitors that have divergent ages, ethnicity, race, socio-economic income and family status. Springdale will strive to:

1. Improve the quality of commercial development by continuing the practice of site plan review and approval by the City Planning Commission. The City should consider the establishment of Design Guidelines that guide building and site design in particular districts within Springdale.

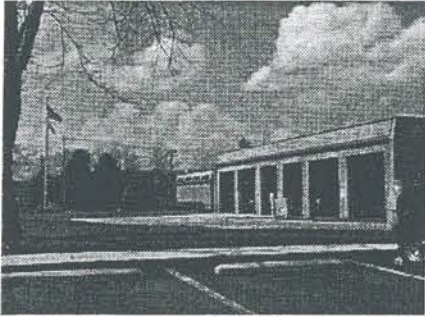
2. Develop a system of gateway features at various locations, including entrances to the City and key locations that serve as defining points within the City. These efforts should include establishment of community markers that represent Springdale's image and define the Community.
3. Emphasize the identity of the City's residential neighborhoods and the variety of quality housing types and styles within Springdale.
4. Ensure that transition areas between non-residential development and residential development provide buffer areas and other protective zones to minimize conflict between such populations and environments.
5. Implement streetscape improvements along major streets and gateways.
6. Incorporate image enhancers and streetscape elements in public infrastructure and transportation improvements that help to establish a community identity for Springdale.
7. Explore a program of placing utility lines underground along major arterials throughout the City.
8. Foster continued development of the properties on Springfield Pike that complement the efforts and amenities offered by the municipal complex and other developments on Springfield Pike. Such efforts and facilities are intended to create an area with a mixture of community scale land uses and gathering place. This should include design elements that address mobility issues for the community.
9. Encourage public art and cultural activities throughout the community.
10. Work with residents to establish Neighborhood Associations for each distinct neighborhood district within Springdale. The Neighborhood Associations can be a mechanism to address property maintenance and other image related issues within existing neighborhoods, and allow residents to have a direct voice with the City administration and other City leadership regarding their issues and concerns.
11. Evaluate the needs of different groups/populations within Springdale to ensure that all groups are fairly represented and included in the establishment of Springdale's community character.
12. Assist in harboring redevelopment efforts that will contribute to the quality of life within Springdale.



Streetscape Improvement

Public Services and Facilities

The quality of life in a community could be, and should be, measured in large part by the public services and facilities that it provides to its residents, businesses, and visitors. Springdale will maintain a high level of public services and facilities for all “customers” in the community. The City will strive to:



Public Services Facility

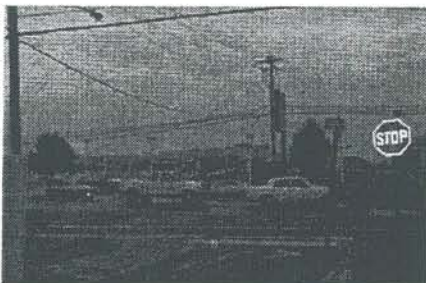
1. Provide the highest level of public safety services to meet the needs of Springdale residents and businesses of today and tomorrow. This will include police, fire and emergency medical services.
2. Continue the current City policy of providing high quality public facility maintenance that sets a standard for private property owners to emulate.
3. Develop and implement a Capital Improvement Program that addresses the needs and desires of the community.
4. Encourage and facilitate development of fiber optic lines throughout the City, and develop a mechanism, or mechanisms, to map the fiber optic infrastructure within the City; establishing a procedure to measure the amount of fiber optic infrastructure by mileage.
5. Coordinate with utility and infrastructure service providers (i.e. Cincinnati Water Works, Cinergy, Metropolitan Sewer District) to ensure that Springdale customers receive the highest quality of service and that improvements/upgrades to such facilities and services are provided to meet customer's needs.
6. Continue to integrate evaluation of storm water and erosion control into the site plan and construction design processes to ensure that appropriate methods are utilized to protect the public interest, environmental health, and private property.
7. Work with the Metropolitan Sewer District to establish an understanding of anticipated needs of the Springdale community so that a high quality level of service is provided.
8. Expand partnership and cooperative agreements with various government entities and private institutions within the region.
9. Continue collaboration and coordination with adjacent municipal governments, Hamilton County, Butler County and State of Ohio authorities regarding issues related to shared jurisdictional infrastructure, emphasizing coordination and understanding of impacts that large scale projects in the vicinity may have on each jurisdiction.

10. The City should become an active participant in regional land use, infrastructure, transportation, and environmental planning efforts to understand regional plans and ensure Springdale representation in these plans.
11. Assess present and future power needs within the City, to determine if there are anticipated changes in service demands to meet business needs. Springdale should evaluate current service capacity and develop a strategy to provide service needs of high tech businesses and ensure highly reliable electric service within the public infrastructure.
12. Strengthen coalitions within the business community to establish a mechanism to identify "customer" needs. Such a process can be important in retaining and attracting businesses that contribute to Springdale's community character.
13. Seek out opportunities to provide new park areas and increased recreational services to Springdale customers, both residents and the workforce.
14. Review storm water management and detention systems of existing developments as redevelopment or expansion occurs to ensure that the systems meet currently adopted standards.
15. Evaluate the functionality of the City's primary intersections to determine if adequate stacking, geometry and signal design is provided.

Community Mobility

Community mobility refers to one's ability to travel by various means (i.e. automobile, pedestrian, bicycle, transit, etc.) within Springdale and beyond. Springdale will strive to manage automobile traffic flow, minimize congestion and maximize accessibility of the City from within the region. The City will strive to provide better opportunities for non-vehicular transportation and mobility within Springdale. To accomplish this, the City will strive to:

1. Manage traffic congestion on major arterials.
2. Reduce traffic impact and cut-through traffic in residential areas.
3. Improve east-west vehicular flow through the City, relieving traffic congestion on Kemper Road and other main thoroughfares.
4. Develop an Alternative Transportation Master Plan that defines integration of pedestrian, bicycle and transit circulation systems with the roadway system in Springdale and the adopted Thoroughfare Plan of the City.
5. Promote the design of multi-modal streets that provide safe and efficient mobility for automobiles, bicycles, and pedestrians, and for transit on selected streets.



Traffic Congestion

6. Increase pedestrian mobility throughout the City by increasing the amount of sidewalks and walkways that connect neighborhoods to activity centers.
7. The pedestrian network, where possible, should be direct and continuous between places of residence and schools, parks, transit, commercial shopping and employment as each area of the City may require. Street crossings should be safe and not impaired significantly from roadway improvements.
8. Create a Bikeway Plan for the City that identifies an interconnected system for bicycle movement between neighborhoods, parks, schools, commercial areas, and other activity centers. This Plan may be best developed through a collaborative effort with adjacent communities (i.e. Forest Park, Fairfield, Sharonville, Glendale, Greenhills).
9. Promote regional fixed and non-fixed transit including park-and-ride facilities and explore local mass transit options. Improve regional transit connections to major activity centers and the Greater Cincinnati airport.
10. Support regional improvements that help alleviate congestion and improve vehicular movement in and around Springdale.
11. Explore the creation of a community-wide transportation demand management program to reduce vehicular demand, particularly during the critical peak hours. Program elements might include staggered work hours through collaboration with major employers and car-pooling, including the development of a car pool matching service, that pairs drives with similar commute patterns and work times.
12. Implement lane, signal, and other physical improvements as needed to improve traffic flow and mitigate local congestion issues.
13. Periodically (every 2-3 years) update signal-timing plans to enhance signal performance. Timing plans should be updated based on current turn-movement counts. Separate timing plans should be developed for morning, noon and evening peak hour and off-peak conditions.
14. Utilize traffic calming methods and techniques being developed by the Institute for Traffic Engineering (ITE) to address cut-through traffic and speed control issues on local streets.
15. Establish minimum level of service standards for the City's mobility network, and require new development to mitigate traffic impacts by meeting or exceeding minimum standards.
16. Participate in regional planning efforts directed at increasing transit accessibility (and overall mobility) for Springdale residents, visitors and workforce.

17. Proactively participate in the MetroMoves transit planning efforts to identify systems, routes and transit stop/hub locations that will meet and improve the mobility needs of Springdale.
18. Investigate the creation of an intra-city transit or shuttle system that can provide on-demand (or fixed schedule) service to Springdale residents, workers and visitors. Additionally, investigate the potential for shared transit systems between Springdale and surrounding communities. Such a system could focus on service to the municipal center, recreation center, and primary shopping and employment.

Residential Neighborhoods

The Residential Neighborhoods Planning Area represents a majority of the existing single family and multiple family housing developments within the City. This Planning Area includes the Beacon Hill, Oxford Hills, Heritage Hill, Terrace, Royal Oaks, Cloverdale, Glenview Subdivision, Olde Gate and Baldwin neighborhoods to name a few. The predominant tone of the following Strategies and Guidelines for the Residential Neighborhoods is to protect the neighborhoods from adverse impact caused by adjacent development, continue to provide quality public services, and encourage high quality housing design and property maintenance. This Planning Area also includes a Focus Planning Area for the Glenmary Home Missioners property, which identifies specific recommendations for this important site, one of the few large, undeveloped tracts in the City.



Residential Streetscape

Strategies and Guidelines

1. Maintain the current land use composition in each neighborhood (i.e. single-family residential or mixed densities).
2. Preserve the safe and quiet integrity of the neighborhoods, discouraging new non-residential uses within the neighborhoods.
3. Maintain the existing residential zoning designations and current densities, changing the zoning classification of residential properties only after careful study and consideration.
4. Encourage owner occupancy of single-family homes.
5. Maintain existing park and recreation areas, periodically improving the parks with new recreational equipment to serve the needs of the neighborhoods.
6. Carefully review any requests for variances to lot, yard, building or setback requirements that may alter the character of each neighborhood.
7. Encourage the creation of Neighborhood Associations to allow neighbors to work together on issues of common concern and have a collective voice with the City.
8. Survey the neighborhoods to determine whether there are any deficiencies or gaps in public services.
9. Strive to provide the highest levels of public safety service to each neighborhood.

"Since there is very little chance of expanding residential areas in our City, I believe it behooves the City to see to it that the residents of the City take care of their homes and yards."

-Written comment from a West Kemper Road resident following a public meeting to review the Comprehensive Plan.

10. Monitor conditions of the street system throughout the neighborhoods to ensure safe travel.
11. Periodically assess the condition of the pedestrian sidewalk system in each neighborhood and modify the City's Capital Improvement Program to address deficiencies as appropriate.
12. Ensure that future development or expansion of non-residential uses, such as places of worship, that are within or adjacent to residential neighborhoods are sensitive to the surrounding or adjacent residential uses. Issues related to screening, landscaping, lighting, noise, and traffic generation and circulation should be evaluated during design review by the City.
13. Ongoing monitoring of housing conditions and high level of building and zoning code enforcement.
14. Evaluate the feasibility of placing entrance markers or gateway features near the borders of Springdale (i.e. on Kenn Road). Such markers should be appropriately designed and scaled to be compatible with the residential atmosphere.
15. Strongly discourage any future consideration of an interstate interchange at Kenn Road with Interstate 275, as the negative impact on residential neighborhoods could be severe.
16. Examine options for increasing pedestrian and bicycle accessibility from the neighborhoods to other parts of the community, particularly to the Springfield Pike Corridor and recreational areas, in accordance with other City plans.
17. Investigate whether an intra-city transit system would benefit the neighborhoods.
18. Investigate the feasibility, viability and support for extensions of a metro bus route to serve the residential neighborhoods and expand access within and outside of Springdale.

Land Use Plan

The Land Use Plan represents the recommended land use composition for the City of Springdale for the next 15 to 25 years. The Land Use Plan is based on the Community Priorities, Community Goals and Strategies and the issues and guidelines recommended in the Planning Areas sections of the Comprehensive Plan. The Land Use Plan is comprised of the Future Land Use map and the Descriptions of Land Use Categories.

Future Land Use Map

The Future Land Use Map, illustrated in Figure 5, identifies parcels specific recommendations for properties within the City of Springdale. The Future Land Use Map is a composite of several elements evaluated during the planning process including the following:

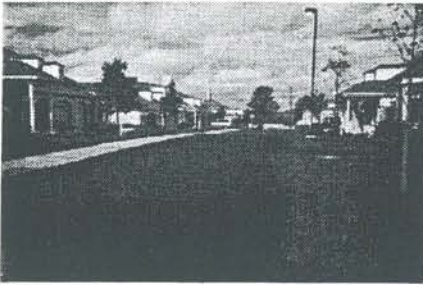
- Existing Land Use Patterns;
- Current Zoning District Designations;
- Amount of Vacant Land;
- Adopted Springdale Thoroughfare Plan;
- Level of Anticipated Future Population Growth;
- Issues Defined in the Community Priorities Section;
- General and Specific Strategies and Guidelines Recommended for the Planning Areas; and
- Present and Future Land Transportation Patterns.

It is anticipated that the Future Land Use Map will be used by the City as a tool to evaluate future requests for zone changes or redevelopment proposals in the community. It is also anticipated that the Future Land Use Map will be a guide to the community about appropriate and desired future land use composition.

Descriptions Of Land Use Categories

The second component of the Land Use Plan is the Descriptions of Land Use Categories. There are thirteen (13) future land use designations specified on the Future Land Use Map. Each of the Land Use Categories are described below. The Future Land Use Map is not a Zoning Map and does not change the legal use permitted for each parcel. The Land Use Categories have been written to provide an understanding of the recommended land uses for each category with reference to appropriate zoning classifications as appropriate.

Low Density Residential – Low Density Residential land uses are neighborhoods with single family detached homes. Residential Single Household (RSH) zoning is appropriate for these areas. Minimum lot sizes range from 20,000 to 7,500 square feet depending on the existing zoning classification. This designation primarily represents existing neighborhood.



Attached Single Family Dwellings

High Density Residential – High Density Residential land uses are neighborhoods that contain attached single family dwellings or multi-family apartment or condominium units at densities greater than the Low Density Residential designation. Residential Multi-Household (RMH) zoning classifications are appropriate designations for these areas. Densities of these neighborhoods can be up to a maximum of 10 dwelling units per acre, or as specified by the existing zoning classification. These developments often contain on-site amenities such as club houses, swimming pools, or other recreation facilities within the development.

Transitional Residential – Transitional Residential land use areas are designated in locations where a gradual change from a more intensive land use (such as neighborhood retail) to a less intensive land use (such as low density single family neighborhoods) is needed, and where residential uses are appropriate for the character of the area. The Transitional Residential areas are intended to allow a mixture of single family, attached or detached, and multiple family housing. Design of these areas is very important, and should integrate strong screening and building designs that are appropriate for the context of the areas. The overall density of these areas should be based on the adjacent uses. There are several residential neighborhoods that are examples of Transitional Residential Uses. Most of the existing Transitional Residential Uses areas are zoned RMH-L Residential Multi-Household – Low Density District or Planned Unit Development.

Transitional Office – Transitional Office land use areas are designated in locations where a change or transition in land use is occurring, and a less intensive land is appropriate. The Plan recommends Transitional Office areas in locations where medium to high volumes of traffic exist and where business activity is already established. The Transitional Office land use is recommended as a designation at the end of the business activity, to reduce the intensity of the business activity before residential uses begin. Appropriate land uses include office uses such as insurance or real estate brokers, funeral homes, personal services, family dentist or doctor's offices, or other similar uses. Home occupations that out grow the home are also appropriate examples. Limitations on parking lot size, building size, buffering, signs, lighting, hours of operation and building design are needed to ensure limited impacts on the adjacent, less intense use.

Local Office District – Local Office District areas contain low to medium intensity professional office or service uses that cater primarily to local clientele or to small to medium office space users (2,000 to 10,000 square feet). The Local Office District is an appropriate location for office users of more intensity than the Transitional Office land use, but of a smaller scale than the Regional Business Center type occupant. Examples of Local Office District uses include doctor's group practice offices, day care centers, telemarketing centers, sales office, real estate offices, attorney offices and office suites for individual businesses. Uses located within this district generally generate medium traffic volumes and are open during normal business hours. These uses require more parking and signs than Transitional Office uses.

Regional Business Center – Regional Business Center land use areas represent large office or corporate tenants that have a regional influence.

Complementary retail, service or restaurant uses may also be appropriate within these locations. Uses within this district generate a medium to high level of traffic. Building and site design tend to be larger in scale than Local Office District uses.

Neighborhood Business – Neighborhood Business lands can be a variety of uses that generally serve the local population. Dry cleaners, banks, beauty salons, small restaurants, barber and beauty shops, card shops, post offices, convenience stores, and insurance agencies are illustrative uses of this area. The scale of these uses tend to be smaller than that of other commercial land use categories (typically less than 10,000 to 12,000 square feet). Uses in these areas do not include big box retail uses, high volume fast food restaurants, or large strip malls. Auto service uses may be appropriate depending on scale of operation, site location and design. Careful evaluation and regulation of site and building designs, as well as uses mixture is important to clearly distinguish between regional and highway related commercial areas.

Highway Service Commercial – Highway Service Commercial land uses cater to the traveling public, as well as to the region. Ease of access and high visibility are important elements of these land uses. Restaurants, hotels and gas stations/convenience stores are likely within this area. Uses that rely on high visibility and access (i.e. movie theaters) are appropriate. These uses generate a high amount of traffic volume and generally operate during daytime, evening and nighttime hours.



Regional Commercial

Regional Commercial & Service – Regional Commercial & Service land use areas include large (more than 10,000 or 12,000 square feet) national and regional retail and service uses. Large shopping malls, retail strip centers and big box retail are encouraged within this area. Automobile sales uses, restaurants, and general retail uses are located in this area. Regional Commercial & Service uses generate high volumes of traffic. Neighborhood and Highway Service uses may also be found in this category of site design, particularly access and vehicular use area location and layout, are important factors for this land use area.

Support Service – Support Service areas are appropriate for uses that provide service and related types of minor production and fabricating processes. These uses provide a “mid-range” between manufacturing/warehouse uses and office uses, typically including small office, warehouse, assembly and production operations within one facility. The location for Support Service uses primarily reflect existing locations for such establishments.

Industrial Warehouse – Industrial Warehouse land areas contain industrial and warehouse uses of medium to high intensity. Uses that require rail siding are located within this area. Industrial Warehouse uses generally generate a high automobile traffic during shift hours, and semi-truck and train traffic are regular occurrences. The location of Industrial Warehouse areas reflect existing zoning patterns.

Park Land/Recreational – Park Land/Recreational contains open space and recreational uses such as golf courses, parks, play fields and recreational facilities. These uses are available for enjoyment by the general public.

Public/Institutional – Public/Institutional consists of uses and facilities that offer services to the community. Churches, city services, schools and cemeteries are examples of Public/Institutional uses. The Public Institutional land use category also includes senior adult housing and community centers, reflecting existing and potential future expansion areas.